



PAT McCRORY
Governor

NICHOLAS J. TENNYSON
Secretary

February 24, 2016

To Prospective Bidders

Subject: Addendum 1 for: Asphalt pavement repair at various locations

Contract No.: DM00158
WBS Element: 51209.1B
Route: I-40
County: Burke

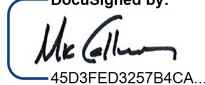
This letter is to advise all prospective bidders of the following contract addendum.

- The Pre-Bid minutes issued by the North Carolina Department of Transportation for the subject contract are considered a part of the contract bid document. Proposals submitted without the Pre-Bid minutes shall be considered irregular and will not be considered for award.

This addendum officially becomes a part of the contract bid document. If this office can provide additional information, please feel free to contact me at (828) 251-6171.

Sincerely,

DocuSigned by:

A digital signature of M.K. Calloway, consisting of a stylized cursive script in black ink, enclosed within a rounded rectangular border. Below the signature is the alphanumeric string '45D3FED3257B4CA...'.
45D3FED3257B4CA...

M.K. Calloway
Division Project Manager

cc: Mr. J.J. Swain, Jr., P.E., Division Engineer
Mr. R.A. Tipton, P.E, PLS, Division Construction Engineer
Mr. M.T. Gibbs, P.E., Division Maintenance Engineer
Mr. T.W. Anderson, P.E., District Engineer
Mr. C.A. Guffey, Resident Engineer





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CONTRACT: DM00158
TIP NO: N/A
F.A. #: N/A
COUNTY: Burke
DESCRIPTION: Asphalt Pavement Repair at various locations along I-40.

SUBJECT: Mandatory Pre-Bid Conference

The above noted project pre-bid conference was held at the NCDOT Division 13, District 1 Conference Room in Marion, NC on February 23, 2016 at 10:00 AM.

The following persons were in attendance:

Name	Company	Phone Number
Tim Anderson, PE	NCDOT	828-652-3344
Matthew Evans	NCDOT	828-652-3344
Mark Biggerstaff	NCDOT	828-652-3344
Chris Guffey	NCDOT	828-652-7848
Nathan Moneyham, PE	NCDOT	828-652-7848
Don Greer	Maymead, Inc.	423-727-2000
David Stamey Jr.	J.T. Russell & Sons, Inc	828-464-0328



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The meeting was conducted by Mr. Matthew Evans, Assistant District Engineer, with the following items being discussed.

- ❖ Mr. Evans advised that the pre-bid conference was mandatory and that only those in attendance, properly registered and prequalified were allowed to bid on the project. Mr. Evans noted that the minutes from this meeting will be posted as an addendum and must be turned in with bid packages for the bid to be considered.
- ❖ Mr. Evans noted bid packages must be received by March 2, 2016 at 2:00 pm. Mr. Evans reviewed the contract time and liquidated damages, noting the contract is available on April 11, 2016 and has a completion date of July 30, 2016.
- ❖ Mr. Evans reviewed the intermediate contract time number 1 and the liquidated damages, noting that lane closures are limited to night work between the hours of 7:00 pm and 7:00 am.
- ❖ Mr. Evans noted the 1% MBE and 1% WBE goals required by the contract proposal.
- ❖ Mr. Evans noted that the Project Special Provisions Roadway are consistent with typical NCDOT paving projects, stating the areas identified to be patched are to be milled 2" depth and replace with 2" of S9.5C asphalt surface course. Mr. Anderson noted that 2" is a minimum depth, the intent is to remove the existing 2 layers of Ultra-thin asphalt completely down to the underlying concrete, but some areas may require milling slightly into concrete to achieve required depth. Mr. Anderson noted some sections were cored in the past and the existing asphalt ranges between 1 ¾" and 2 ¾". Mr. Anderson noted that 2" minimum depth is required to ensure the placed S9.5C will remain in place under interstate traffic based past performance.
- ❖ Mr. Evans noted that as indicated in the spreadsheet provided, the minimum patch length will be 50' and the actual areas will be field adjusted. Mr. Anderson noted the patches should start and stop at the existing transverse concrete joints.
- ❖ Mr. Evans noted that the contract permits a maximum 2 mile lane closure. Discussion on the subject involving all parties followed, resulting in an indication from Mr. Guffey that depending on situational considerations, the contractor may be allow to install a closure of more than 2 miles, but the contractor should bid based on 2 mile limitation.
- ❖ Mr. Anderson noted eastbound traffic is typically heavy in the morning hours with a large number of people commuting from Morganton area to Hickory for work, stating the Contractor should plan accordingly to ensure all traffic control devices are removed prior to the 7:00 am time restriction in the contract proposal.

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- ❖ Mr. Greer asked if the striping would be required to be replaced every night. Mr. Guffey advised on a multi-lane divided facility all markings are to be replaced prior to opening to traffic. Discussion followed involving all parties, resulting in a decision that if only the edgeline was removed and the centerline markings remain, the edgelines could be replaced on a weekly basis. Mr. Stamey asked if markings could be placed in a slow moving operation. Mr. Guffey responded that the markings are paint, which may prevent a slow moving operation from being feasible with slower drying times, but if the contractor can meet the operational requirements, it would be allowed. Mr. Guffey noted that with the patch lengths being fairly short, it may be a good idea for the contractor to have some tape markings on hand for emergency situations. Tape would only be allowed as a temporary application and should be limited to isolated cases.

These minutes are prepared as they are documented.

Sincerely,



Matthew Evans
Assistant District Engineer

MEE/MAB

cc: Mike Calloway, Division Project Manager
File